

honest intent. The opposition to them comes from the lower classes, and from these classes the majority of their converts have also come. "Do you think that the Chinese will ever become a Christian nation?"

"It might be so," said His Excellency, with a smile. "But I think the probability is very remote. The doctrine of Confucius has a strong hold upon the people, and I doubt whether they will ever give them up for those of Christianity."

CHINA WILL LAST.

"It is said that China is on the verge of dissolution, and that the empire will soon be shattered in pieces. Do you believe this, your Excellency?" I asked.

"No, I do not," replied the Minister. "China has lasted for a number of thousands of years, and I expect that the empire will last some thousands of years longer. The government is strong, the people are loyal, and they are fond of peace. You would be surprised at the great reverence which the people of China have for their Emperor. They respect the government, and they are loyal and patriotic. It is true there are some internal dissensions. These exist in all nations. We have some lawless and turbulent people, but such elements in China are not organized. They lack a purpose. They are men of no character and their leaders have little ability. The country has been torn up with such revolutions before, and it has come out stronger than ever. The rebellion, it lasted for years, and it was scattered over ten provinces. It did not affect the stability of the central government. The rebels were finally put down, and the Emperor was again supreme over the whole of China. The government grows stronger every year through the introduction of modern institutions. We have now the telegraph, by which we learn the reports of dissimulation or uprisings in an instant of time. We will soon have railroads, and the great empire of China will be bound together as it never has been before."

AMERICAN CAPITAL IN CHINA.

"What chances are there for American capital in China?" I asked.

"I think there will be great chances," replied the Minister. "Following this war there must be a development of the material resources of the empire. New gun works will have to be established, new railroads are to be built, and iron mines are to be opened, and the work of modernizing China will probably begin. The bringing about of such a result will require large capital. Whether China will furnish this herself by borrowing it, or whether the government will turn out such things to syndicates, in either case a large capital will be required. The capital will have to come from America or Europe. The Chinese will probably take it from the point where they can get it the cheapest and at the best rate. If the United States can do as well for us in an industrial way as the other nations of the world we will be glad to patronize them."

ODD VOLUMES.

We have received from the Manager of the Tokyo *Tokyo Times* a little book of some sixteen pages giving a short account of the life of Mitsui Nagatsuna, Japan's pioneer printer. We have read it with the greatest interest and recommend all our readers to get it and read it too. It will give them far better than very many larger works, a clear idea of the man who in a generation has raised Japan from what was, in many respects, barbarism to a very advanced stage of civilization, and of the qualities which enabled these men to accomplish in a lifetime what it has taken Europe three hundred years to effect. Mitsui Nagatsuna, more generally known as Shoya, was born on the 9th June, 1824, at Nagasaki. His family had been settled there since the opening of the port to the Dutch and they were hereditary interpreters. Shoya mastered the Dutch language at a very early age and was a close student of western manners and customs and especially of the mechanical arts of the foreigners. He was always in favour of the opening of Japan and anticipated it at an early date, and for this he strove to prepare himself, and so far as possible to prepare his country. As early as 1851 he had invented a movable type for the Japanese characters and had printed with them a book of his own composition, containing a narrative of his experience as an interpreter. Shoya was attached to the Russian mission of Count Pootin to Japan in 1853 and helped to negotiate the first treaty. He remained with the party as interpreter during its prolonged stay in Japan in consequence of the loss of the Russian frigate in Shimoda harbour, and later suffered three years imprisonment on account of his foreign proclivities. In 1860 he was in charge of an iron foundry in Nagasaki, and became the owner of the first two steamers, the *Victoria* and the *Charles*, ever run in Japanese waters under the Japanese flag. In 1864 he was wrecked in the *Victoria* and only got back to Nagasaki after a lengthened detention on a distant island. Always devoted to the practice of the mechanical arts he was employed in building bridges and docks and he constructed the first iron bridge ever built in Japan. He erected and opened the first school in which foreign languages were taught, and about 1870 established and opened the first type foundry in Japan, and, after the Restoration, to afford employment to the disaffected samurai, of which class he was himself a member, he opened a printing house in Osaka. When the then Governor of Kanagawa, who stayed the *Mainichi Shinbun*, Shoya was appointed to be the manager and the printers. Labouring every way to better his country and to improve his countrymen, he spent himself his life in the service of his native land, animated always by the most patriotic ideas and never regarding his own interests when duty called the other way. He is described as mild, calm, truthful, persevering, and his portrait, copied from an oil painting and prefixed to the little pamphlet from which we have gathered our information, shows him to have been a man of great ability and a student and thinker. He died in 1893 at the age of 69 and, fortunately for Japan, he has left behind him many men like-minded and animated by the same spirit to carry on the work of improvement he so ably and so perseveringly pioneered.

Consul E.H. Parker's "A Thousand Years of the Tartars" has been lying on our table for some time waiting to be reviewed. It has not been taken in hand earlier because it had not been read. It has not been read because, if the truth must be told, it is dry reading, filled with unfamiliar names and dates and containing nothing of interest to any one but the student. But the book does not profess to be a volume likely to be attractive to the general reader. It is a record of all that is to be found in Chinese literature on the subject of the nomad Tartars inhabiting the countries to the north-west, north and north-east of China from the time of Genghis Khan. It is not a history of these tribes, for it does not attempt to explain and connect all that is found in the Chinese books on the subject either with what is known of the Tartars from other sources, or

even to remove the difficulties found in the Chinese histories. It is only a contribution towards a history, to be hereafter written, and very valuable contribution too, which will save the future historian many weary hours' research. It commences with the first contract on record between the Huns and the Chinese, traces their rise and their contests with the Chinese and the migrations until, in the fifth century after Christ, a *Hun-Nu* had seated himself on the throne of China. The Wu-han Tartars who established the Empire of the Sienki; the Two-Ten; the Western Turks; the Ougurs; and the Empire of the Cathayans are dealt with in turn and all that close study of the Chinese annals discloses about them is here recorded and digested. The book is of very considerable value and has only one fault that we can see—there is no index, and without an index it is difficult to consult on any particular point. The printers and publishers are Messrs. Kelly and Walsh, Limited, of Shanghai and Yokohama, and the get up of the book reflects great credit on their painstaking experts.

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were "crowded out" of last night's issue:

VANCOUVER, (B. C.), June 16th. J. G. Ward, Treasurer and Postmaster General of New Zealand, passed through the city to-day on a *route* home, leaving on the steamer *Wardmore*. He had been in London for the purpose of floating a loan of \$7,500,000 for the assistance of settlers on Government lands. His visit to Canada was for the purpose of interviewing the Government regarding the subsidy to the steamship line and cable. Regarding the cable, Ward says the delay of the Imperial Government is the only impediment. The Earl of Jersey's report on the matter has been referred to a special committee and until their report is received the Government will not take action, although, as the colonies nearly all favour the scheme, and the Earl of Jersey's report is also favourable, it is not thought that the Imperial Government will throw cold water on the plan.

Ward also interviewed the Dominion Government regarding a reciprocity treaty between the two countries, but pending the completion of the negotiations could not speak on the subject.

SYDNEY (N. S. W.), June 16th. The natives of the Solomon Islands have murdered two traders. Head hunting is rampant in the islands. The British Admiral there has been ordered to repress the excesses.

VALLEJO, June 16th. The *Baltimore*, which has been stationed with the Asiatic fleet, is to come to Mare Island, and the crack cruiser *Olympia* will relieve her. For some time the wires have been loaded with the supposed plans of the Government for making the *Olympia* the flagship of the Pacific fleet; that Admiral Beardslee would, on the arrival of the *Admiral*, have to transfer his flag to the new ship, and that she would remain here.

A late dispatch to-day, however, from the Navy Department to Commandant Howison orders him to prepare the *Olympia* for the China service immediately on her return from her trial trip. Considerable change in the provisions will have to be made, and the quality augmented. The Admiral will doubtless retain his flag on the *Admiral*, and the *Olympia* will probably be ordered from the north to Honolulu.

WASHINGTON, June 19th. The Korean Government has made an allowance of 8,000 yen (about \$7,000) to sustain the Korean Legation at Washington. This is likely to be followed at no distant day by the appointment of a new Minister or the return of the old Minister, who has been in Seoul for some months.

LONDON, June 22nd. The Henley regatta promises to be the gayest in years. The demand for house boats was never so great, and 170 cruises have been given for one boat for a week, and 5 guineas have been charged for the rent of a small red-room. According to Lord Dunraven's present plans *Valhalla III* will not do any racing on the Clyde before starting for the United States, which event it is believed will occur about July 15th. But his plans are subject to change. Both the Prince of Wales, the owner of the *Britannia*, and Mr. Walker, owner of the *Alba*, have promised Lord Dunraven any number of trial races, and it is believed possible that he may accept these offers, as he is understood to like this much better than entering in regular races.

The reason for this is not a desire for secrecy, but is to prevent the yacht from being unnecessarily strained and generally knocked about, as she would be in a regular race. The Prince of Wales will probably go to the Clyde to witness some of the trials. The plan is that if during a trial anything of *Valhalla III* carries away a sail split, a private signal is to be hoisted and both yachts will stop until the damage is repaired. Lord Dunraven is afraid of the tremendous spars of *Valhalla III*, which dwarf anything yet seen here, but George Walker, her designer, assures him that everything is all right.

A twenty-four hour bicycle race against time was started yesterday morning. It was won by C. C. Fontaine, who covered 474 miles, beating the amateur record by fourteen miles. J. J. Patterson was second with a score of 466 miles to his credit.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Tacoma (Tacoma) to-morrow.
Indian (Lightning) 22nd inst.
French (Osus) 24th inst.
American (Coptic) 28th inst.
Canadian (Empress of China) 5th prox.
American (City of Rio de Janeiro) 10th prox.

THE D. D. R. steamship *Oceanus* is due here on or about the 24th inst., from Singapore. She will call here en route to Yokohama.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Para Nang steamer from Bangkok.
Tafu " " Canton.
Nippon " " Swatow.
Esmeralda " " Manila.
Aggregating 3,978 tons register.

DEPARTURES.

Chelydra steamer for Pakhol.
Calcutta " " Calcutta.
Canlon " " Swatow.
Kwanlon " " Canton.
Canton " " Canton.
Lysmon " " Shanghai.
Nanchang " " Bangkok.
Megaban " " Saigon.
Verona " " Yokohama.
Hallan " " Foochow.
Dunlop " " Bangkok.
Chang Hock Kiang " " Penang.
Aggregating 14,784 tons register.

The British steamship *Para Nang* left Bangkok on the 12th inst., and had light southerly winds and fine weather.

The British steamship *Namoa* left Foochow on the 16th inst., and had fresh to moderate south-west winds and sea with clear weather throughout. Left Amoy on the 17th, and had moderate south-west winds and fine weather with smooth sea to Swatow. Left Swatow on the 18th, and had moderate to light south-west winds, and fine pleasant weather throughout. In Amoy the steamship *Wooning*, in Swatow the steamships *Yikang*, *Chunshan*, and *Thales*.

HONGKONG AND WHAMPOA DOCK RETURNS.
Killy In Kowloon Dock.
Kalpan " " " "
Lungtung " " " "
Hongkong " " " "

Lieutenant Crawford, R.N.R., of the P. & O. service, who has been appointed by the Queen an ordinary member of the Civil Division of the Third Class or Companion of the Most Honourable Order of the Bath, is in command of the P. & O. steamer *Shanghai* now homeward bound.

SEIZURE OF A STEAMER AT SINGAPORE.

SINGAPORE, 10th July. The steamer *Wuotan* registered under the German flag and believed to be chartered locally, was embargoed by the authorities at Singapore yesterday. At half-past 4 o'clock on the 9th Police Superintendent Bell went on board and seized the ship, at the request of the Opium Farmer, the *Wuotan* having imported more than 10 lbs. of opium. The steamer arrived from Amoy yesterday, and on the previous day officers going on board, twenty five of opium were found under the seats of the saloon chairs. This morning, at the Police Court, Mr. Braddell appearing for the Farmer, stated that it would be necessary to lay an information against the captain of charges apparently of importing and having illicit opium in his possession. On the suggestion of the magistrate, Mr. Braddell laid the information and renewed his application. The *Wuotan* was to leave for Saigon to-day.

This afternoon, before Mr. Eerton, Captain Ott, of the steamer *Wuotan*, and one Chinese steward and a Chinese cook of the same vessel, were charged with importing twenty five lbs. of opium valued at \$400 and using the steamer *Wuotan* for such importation; and further committing an offence by having the said opium in their possession, which had not been purchased from the Opium Farmer.

The accused pleaded "not guilty." The two Chinese, admitted each one. There was no counsel for any of the defendants. Mr. Braddell appeared to prosecute for the Farmer.

LATER. In the case of the *Wuotan* opium seizure before the magistrate, which was concluded after we had gone to press yesterday, the cook was discharged from want of evidence; the charge against the captain was dismissed as there were no circumstances pointing to the captain having knowledge of the opium; the steward was fined \$500, or twelve months' rigorous imprisonment, the maximum penalty. The magistrate ordered the detention of the *Wuotan* by the police. The Hon. A. P. Talbot, now Deputy Governor, has issued instructions for the release of the German steamer *Wuotan* whose agents or owners will provide a bond for the prosecution of the ship should it be required by the authorities. The *Wuotan* was therefore released from custody on the 17th inst.

HE INVESTED ONLY 7/6.

THERE is a man who has spent the past twenty-five years of his life seeking for gold and other minerals in Queensland, New South Wales, Victoria, Tasmania and New Zealand. He has no doubt picked up some money, yet he says that the investment of 7/6 brought him in bigger returns than any other he ever made.

Yes, hold on a minute. Don't let us jump to the conclusion that we can all get rich out of the proceeds of 7/6 if we bear further from this financier. He has a humorous way of putting a serious thing, for he has no idea that sound business and genuine fun are twin brothers, but they are all the same.

Our friend's name is William Broadfield Peck, and he lives at Russell, New Zealand, a long way off. He says it is a lovely country and intends to stay in it the balance of his days. As he landed in Australia, from England, in 1850, he has been there long enough to know what he is talking about. He admits persons of limited means who would like to become small landholders to emigrate to New Zealand.

Still, he reminds us that in the end we must pay for the land we get. He is calling of a prospector, for instance, "said Mr. Peck, 'is a full of hard work. Besides, it entails rough living, such as salt junk, soddened damper, with tea in buckets full. One must have the digestive capacity of an ostrich or an ancestor, to stand that diet for long. It must therefore be taken as proof of the good machinery inside of my system, when I mention that I actually stood it for nearly twenty-five years."

"My punishment was delayed, you see, but it didn't let me off. As I was calling of this prospector, I was prostrated with agonising pain in the stomach and all the other symptoms of a profound derangement of all the digestive organs. I had to knock off work and cease all exertion. I was indeed with disgust with all things mundane. I believe that dyspepsia is responsible for a large portion of the world's troubles."

Mr. Peck's conjecture is exactly parallel with the fact set forth in the official statistics of all civilised countries. Not only does the dyspepsia increase and depresses human nature. It attacks the weak and the strongholds of the reason and drives people insane; it stapes the sensibilities; it turns men and women into selfish, useless, misanthropic; it impels them to commit crime. All this in addition to their own desolation and suffering. Yes, Mr. Peck is quite right.

But to get back to what he says about himself. "At the advice of a friend—Mr. W. W. of this place—I began to take the far-famed Mother's Own Curative Syrup. 'What result did it have?' I'll tell you. It has transformed me from a prematurely old man into one quite regenerated."

"I am a rapid eater and can't break myself of the bad habit. Hence I make it a point to keep a bottle by me always and an occasional dose when necessary to set me right."

"I can safely assert that the investment of 7/6 in Mother's Own Curative Syrup was the best I ever made in all my chequered career. You may depend that I prescribe this medicine to all and sundry people I come in contact with. Prior to using it I spent pounds at different times, but only got partial relief. The Syrup seems to make straight for the seat of the trouble. I pen these lines just to show other sufferers the way out. There are any number of respectable persons here who can attest the truth of what I have written.—Respectfully (Signed) WM. BROADFIELD PECK, Russell, Bay of Islands, New Zealand, July 2nd, 1892."

We don't call for witnesses. Mr. Peck's tale is frankness and truth itself. We hold out our hand in greeting across the sea. Dyspepsia is a living death, and Mother's Own Curative Syrup is new life. Millions sing that chorus. "But be had better act now. Write again and tell us you are doing so. Friend Peck—[Advt.]

Intimations.

TAK CHEUNG, TAILORS AND OUTFITTERS.

WE have this day REMOVED to Nos. 50 & 52, QUEEN'S ROAD CENTRAL, next to Messrs. Cass, J. GAUFF & Co's. (449)

Intimations.

HOP BITTERS.

FOR GENERAL DEBILITY, BILIOUSNESS.

NERVOUSNESS, INDIGESTION, FEVER and AGUE, LIVER COMPLAINTS and all KIDNEY DISEASES.

CHAMPAGNE BITTERS.

NOURISHING, INVIGORATING and REFRESHING.

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

THE CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.
Hongkong, 3rd April, 1895. [420]

THE STAG HOTEL,
(ESTABLISHED 1857).
148 & 150, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION.
MODERATE PRICES.
H. C. SHERMAN, Manager.
Hongkong, 27th June, 1895. [844]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,200 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(FROM APRIL 1ST TO OCTOBER 1ST).
One person, per day \$ 4.00
One person, per month \$75 to 90.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00
For further particulars, apply to

THE MANAGER,
New Victoria Hotel,
Hongkong, 16th March, 1895. [125]

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shan-Hwan Road).

THE POPULAR SUMMER RESORT and TERMINUS of the early pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shan-Hwan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily. Private Dining or Timine prepared in First-class style on the shortest notice, and Meals can be served at all hours.

THOMAS' GRILL ROOMS,
No. 9, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to serve DINNERS, TIFINS and SUPPERS to Parties when ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.
Hongkong, 30th April, 1895. [583]

FUJIIA HOTEL,
MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE. SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI, Proprietor.

Intimations.

THE PHARMACY.

SPRAY PRODUCTIONS, CUT GLASS BOTTLES, SKINZOGONES, MANICURE REQUISITES, PINAIDS PERFUMERY and TOILET WATERS, TONIC KOLA WINE, GOLDEN MALT, FARINA'S EAU DE COLOGNE. Sole Agents for "TANSAN" the popular Table-Water which contains 8 per cent. more iron carbonate than that from any other Chalybeate Spring.

FLETCHER & Co., and CARMICHAEL & Co., Ltd. Hongkong, 12th July, 1895. [31]

MR. CHADWICK KEW, (LATE OF FOOTE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUFF & Co. TEETH filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [754]

TO SHIPMASTERS.

STEAM WATER-BOTT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W." 17, W. KEW & Co., 18, Praya Central, Hongkong, 17th November, 1894. [787]

LEVY HERMANOS.

AND AT SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

GENERAL IMPORT & EXPORT. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. [948]

CHS. J. GAUFF & CO., CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for the most perfect and reliable CALCULATED OPTIC GLASSES, MARINE GLASSES and PERGASSES. No. 2, Queen's Road Central. [788]

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS. No. 48, Queen's Road Central. [779]

SIEN TING, SURGEON DENTIST, No. 12, PRAGUE STREET.

TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1894. [334]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE. Hongkong, 27th July, 1895. [714]



KANANGA OF JAPAN (REGISTERED) RIGAUD and Co. PARIS

Kananga Water the most delightful Toilet Water, renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Editions in Perfumery RIGAUD'S KANANGA EXTRACT RIGAUD'S WHITE ROSE RIGAUD'S MELATI EXTRACT RIGAUD'S IZORA D'AFRIQUE EXTRACT RIGAUD'S LILY of the VALLEY EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BIANCHAM EXTRACT RIGAUD'S JASMINE or Chamille EXTRACT 8, RUE VIVIERNE, 8, PARIS

Apply to BELLIOS & Co. Hongkong, 18th July, 1895. [955]

TO LET. HOUSES Nos. 4, 6 and 13, BELLIOS ROAD above the CITY CLUB. OFFICES in "MAFINE HOUSE," Queen's Road.

"PRORY LODGE," B-nham Road. SWALL, TWO-STORYED BUILDING at GATEWAY of "WEST VILL," B-nham Road. GODOWNS in DUNDRELL STREET, No. 17, SHIPLEY STREET. Apply to

TO LET. NO. 6, UPPER MOSQUE TERRACE. Apply to LINSTED & DAVIS. Hongkong, 12th July, 1895. [933]

TO LET. DWELLING HOUSES—HOUSES in RYDON TERRACE, ONE FLOOR in BLUE BUILDINGS, No. 12, KNUSTFORD TERRACE, KOWLOON.

OFFICES—FIRST FLOOR No. 7, PRAYA CENTRAL, at present occupied by Messrs. HOLLIDAY, WIER & Co. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, 2nd July 1895. [77]

TO LET. THE eight roomed HOUSE, No. 27 CAINE ROAD, occupation from First SEPTEMBER next.

TWO SMALL OFFICES in VICTORIA BUILDING. Apply to DAVID SASSOON, SONS & Co. Hongkong, 10th July, 1895. [726]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Lo-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality. Hongkong, 2nd September, 1895. [56]

Sole Agents for Hongkong and the Empire of China—J. WATKINS & Co., Hongkong, Hongkong, 27th March, 1894.

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank.—182 per cent. premium, sales and buyers.
The National Bank of China, Ltd.—on £80.00 paid up, £27 buyers.
The National Bank of China, Ltd.—Founders, shares, nominal.
The Bank of China and Japan, Ltd.—(Preference) nominal.
The Bank of China and Japan, Ltd.—(Ordinary) nominal.
The Bank of China and Japan, Ltd.—(Deferred) nominal.

CHINESE LOANS.
Chinese Imperial Loan of 1886 £—11 per cent. premium.
MARINE INSURANCES.
Union Insurance Society of Canton—\$167 per share, buyers.
China's "Tide" Insurance Company—\$69 per share, sellers.
North China Insurance—£192 per share, sellers.
Canton Insurance Company, Limited—\$165 per share, buyers.
Yangtze Insurance Association—\$95 sellers.
On Tai Insurance Company, Limited—£15 per share, buyers.
The Straits Insurance Co., Ltd.—\$19 per share, buyers.

FIRE INSURANCES.
Hongkong Fire Insurance Company—\$215 per share, buyers.
China Fire Insurance Company—\$83 per share, sellers.

SHIPPING.
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, buyers.
China and Manila Steam Ship Company—\$56, buyers.
Indo-China Steam Navigation Company, Limited—\$461, buyers.
Douglas Steamship Company—\$501, buyers.
China Mutual S. N. Co., Ltd.—(Preference)—£8.
China Mutual S. N. Co., Ltd.—(Ordinary)—£7.
China Mutual S. N. Co., Ltd.—(Ordinary)—£2.10.
China Sugar Refining Company, Limited—\$104 per share, sellers.
Luen Sugar Refining Company, Limited—\$45, sellers.

MINING.
Penang Mining Co.—(Ordinary)—\$5 per share, sellers.
Penang Mining Co.—(Preference)—\$1.40 per share, buyers.
The Raab Gold Mining Co., Limited—\$4.10 per share, buyers.
The New Balmoral Gold Mining Co., Limited—\$9.90 per share, buyers.
Société Française des Charbonnages du Tonkin—\$3.75 per share, buyers.
The Teluk Mining and Trading Co., Limited—\$3.10, sellers.

DOCKS, WHARVES AND GODOWNS.
Hongkong and Whampoa Dock Company—103 per cent. premium.
Geo. Fenwick & Co., Limited—\$15 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$41 per share, sellers.
Wanchai Warehouse and Storage Co., Ltd.—\$371 per share, buyers.

HOTELS.
Hongkong Hotel Company—\$8 per share, sellers.
The Shamrock Hotel Co., Limited—nominal.
LANDS AND BUILDING.
The Kowloon Land and Building Co., Limited—\$3.01 per share, sellers.
The Hongkong Land Investment Co., Limited—\$59, buyers.
The West Point Building Co., Limited—\$181 per share, sellers.
Humphreys' Estate and Finance Co., Ltd.—\$9 per share, sellers.

DISPENSARIES.
A. S. Watson & Co., Limited—\$10, sellers.
Dakin, Crutchfield & Co., Limited—\$1 per share, sellers.
MISCELLANEOUS.
Hongkong Dairy Farm Co., Limited—\$7 per share, buyers.
H. G. Brown & Co., Limited—\$41 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—\$126 per share, buyers.
Hongkong Gas Company—\$145 per share, buyers.
Hongkong Ice Company—\$84 per share, buyers.
Hongkong and China Bakery Company, Limited—\$40 per share, buyers.
The Hongkong Brick and Cement Co., Limited—\$91 per share, sellers.
The Green Island Cement Co.—\$10, buyers.
The Hongkong Electric Light Co., Limited—\$4.85, buyers.
The Hongkong High-Level Tramway Co., Limited—\$70, buyers.
Campbell, Moore & Co., Ltd.—\$3 per share, buyers.
Bell's Asbestos Eastern Agency, Limited—\$1, sellers.
G. H. Porter (Share Broker), Telegraphic Address "Rialto".

EXCHANGE.
On London, Telegraphic Transfer—2/1.
Bank Bills, on demand—2/1.
Credits, 4 months' sight—2/2.
Debits, 4 months' sight—2/3.
On Paris, Bank Bills, on demand—2/3.
Credits, 4 months' sight—2/3.
On New York, Bank Bills, on demand—2/3.
Credits, 30 days' sight—2/3.
On India, Telegraphic Transfer—1/5.
On Shanghai, Telegraphic Transfer—7/8.
On Singapore, T.T.—2/1.
On Yokohama, T.T.—2/1.
Gold Leaf 100 to 100—47/0.
Bar Silver—30 9/16.
Dollars (nominal)—30 9/16.

OPIMUM QUOTATIONS.
Hongkong, 19th July.
New Patna, cash—\$721 per chest.
New Benares, cash—771.
New Malwa, cash—771.
Old Malwa, cash—771 to 780 per picul.
Persian, papered, 780 to 820.
Persian, unpapered, 780 to 820.

Shipping.

ARRIVALS.
PHRA NANO, British steamer, 1,021, W. H. Watson, 18th July, Bangkok, and Koh-chang 10th, General—Butterfield & Swire.
TEJEN, German steamer, 1,058, Th. Lehmann, 19th July, Canton 19th July, General—Carlson & Co.
NAMO, British steamer, 864, J. S. Roach, 19th July, Canton 19th July, Amoy 17th, and Swatow 18th, General—D. Lapralle & Co.
ESMERALDA, British steamer, 966, G. A. Taylor, 19th July, Manila 16th July, General—Shewan & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Ingraham, German steamer, for Saigon.
Cheong Hock Kian, British str., for Swatow, &c.
Ly-ee-moon, German steamer, for Shanghai.
Santa Clara, American ship, for New York.
Nanking, Norwegian steamer, for Chiboo, &c.
Deutscher, German steamer, for Bangkok.

DEPARTURES.

July 19, Freja, Danish steamer, Holbow and Pakhol.
July 19, Chelydra, British str., for Singapore, Penang and Calcutta.
July 19, Canton, French str., for Vladivostok.
July 19, Kuanglung, Chinese str., for Canton.
July 19, Canton, British steamer, for Canton.
July 19, Ly-ee-moon, German str., for Shanghai.
July 19, Nanking, German steamer, for Swatow and Bangkok.

ARRIVALS.

July 19, Ingraham, German steamer, for Saigon.
July 19, Verona, British str., for Nagasaki, Kobe, and Yokohama.
July 19, Hatten, British steamer, for Swatow, Amoy, and Foochow.
July 19, Deutscher, German str., for Bangkok.
July 19, Cheong Hock Kian, British str., for Swatow, Amoy, Singapore, and Penang.

PASSENGERS—ARRIVED.

Per Phra Nang, from Bangkok.—3 Europeans and 41 Chinese.
Per Naimon, from Foochow, &c.—Mrs. Blake and child, Mrs. Haunstein and child, Miss Marcel, Mr. Sullivan, 1 European and 25 Chinese.

Per Esmeralda, from Manila.—Mr. and Mrs. Graham, 2 children and servant, Mr. F. Porter, Captain Nollan, Rev. Leon Gallo, and Jose Alvarez, Messrs. F. Barretto, Nakamura, Land, Tobias, Tasson, Pope, Duvysen, B. Varren, R. Reynolds, Reynolds, 56 Chinese, and 8 European sailors (stevedores).

DEPARTED.
Per Verona, from Hongkong for Nagasaki.—Mrs. Yow Shi, for Kobe.—Mr. and Mrs. T. M. Yim, for Kobe.—Mr. and Mrs. Ho Ting and Wong Kam Yik, for Yokohama.—Mr. and Mrs. J. Dickie and 2 children, Messrs. Inch, I. A. Ramon, Antonio Vilasor, J. Sugura, and 3 children, and Oyama, from London for Kobe.

Per Hale, from London for Yokohama.—Mr. Smart, from Gibraltar.—Mrs. Ojeda, from Colombo.—Mr. Trank.

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer Océan, with the French mail of the 21st ultimo, left Singapore on the 17th instant, and may be expected here on the 24th.

THE AMERICAN MAIL.
The O. & S. S. Co.'s steamer Copie, with mails, &c., left San Francisco for Yokohama and Nagasaki, on the 3rd instant, and may be expected here on the 23rd.

The P. M. S. S. Co.'s steamer City of Rio de Janeiro, with mails, &c., left San Francisco for Yokohama and Nagasaki, on the 13th instant, and may be expected here on the 5th proximo.

NORTHERN PACIFIC MAIL.
The Northern Pacific Steamship Co.'s steamer Tacoma left Tacoma on the 22nd ultimo for Japan and Hongkong, and may be expected here to-morrow.

THE INDIAN MAIL.
The "Apar" line steamer Lightning, from Calcutta, left Singapore on the 17th instant, and may be expected here on the 22nd.

THE CANADIAN MAIL.
The Canadian Pacific Railway Co.'s steamer Empress of China left Vancouver for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong on the 15th instant, and may be expected here on or about the 5th proximo.

STEAMERS EXPECTED.

| Name. | From. | Due. |
|----------|----------------|-------------|
| Aden | Bombay, &c. | August 2nd |
| Bombay | Bombay, &c. | July 27th |
| Brindisi | Bombay, &c. | August 4th |
| Diomed | Singapore, &c. | July 22nd |
| Manila | Singapore, &c. | August 12th |
| Mogul | Singapore, &c. | To-morrow |
| Oceanic | Singapore, &c. | July 24th |
| Orion | Bombay, &c. | To-morrow |
| Oolong | Liverpool, &c. | August 6th |

* We would direct the attention of shipping firms to the new style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully ask the managers of shipping firms to give notice to their clerks to furnish this office, on the forms already supplied gratis, with the latest arrivals every day.

PROJECTED SAILINGS.

| Ship. | Destination. | Date. |
|----------------|------------------------|----------------|
| Alcedo | San Francisco | July 25th |
| Bayer | Bremen, &c. | July 26th |
| Belgic | San Francisco, &c. | July 27th |
| Bremer | New York, &c. | Quick despatch |
| Bullmouth | Kobe & Yokohama | July 23rd |
| Cadiz | Spanish Ports, &c. | Quick despatch |
| Centennial | Baltimore, &c. | Quick despatch |
| Chittagong | Victoria (B.C.), &c. | Aug. 15th |
| Darius | Singapore, &c. | July 20th |
| E. of Japan | Singapore, &c. | July 24th |
| Esmeralda | Manila, &c. | July 22nd |
| Fidellio | Kobe & Yokohama | July 22nd |
| Footage Suez | New York, &c. | Quick despatch |
| G. F. Matson | New York, &c. | Quick despatch |
| Glamorgan | Vladivostok, &c. | July 23rd |
| Glenak | London, &c. | July 23rd |
| Hallong | Amoy & Tamsui, &c. | July 20th |
| Japan | San Francisco, &c. | Quick despatch |
| Lyndhurst | New York, &c. | July 24th |
| Merionethshire | San Francisco, &c. | July 24th |
| Mogul | Shanghai, &c. | Aug. 21st |
| Ningchow | Shanghai, &c. | Aug. 21st |
| Orion | Kobe, &c. | July 23rd |
| Peru | Shanghai, &c. | July 27th |
| Rohitka | London, &c. | Aug. 1st |
| Rosetta | Marseilles, &c. | July 24th |
| Saghalien | Kobe & Yokohama | July 27th |
| Slam | New York, &c. | Quick despatch |
| Tacoma | Victoria (B.C.), &c. | Aug. 6th |
| Telen | Cheloo & Tientsin, &c. | July 22nd |
| Telamon | London, &c. | July 10th |

SHIPPING IN HONGKONG.

ADLANTE, Spanish steamer, 99, Aristegui, 20th June, Daguian 16th June, Sugar—Master.

AMIGO, German steamer, 771, A. Handewald, 16th July, Bangkok 10th July, Rice—Wilder & Co.

BELOIC, British steamer, 4,212, Wm. H. Walker, 10th July, San Francisco 15th June, Yokohama 4th July, and Nagasaki 7th, Mails and General—O. & S. S. Co.

BEVENUE, British steamer, 1,467, J. D. Sachse, 16th July, Saigon 13th July, Rice—Gibb, Livingston & Co.

BRAZMA, British steamer, 2,315, E. Porter, 10th July, Mofei 4th July, Coal—Dodwell, Carlin & Co.

DEUTSCHER, German steamer, 1,058, Th. Lehmann, 19th July, Canton 19th July, General—Carlson & Co.

ESMERALDA, British steamer, 966, G. A. Taylor, 19th July, Manila 16th July, General—Shewan & Co.

INGRHAM, German steamer, for Saigon.

LY-EE-MOON, German steamer, for Shanghai.

NANKING, Norwegian steamer, for Chiboo, &c.

PHRA NANO, British steamer, 1,021, W. H. Watson, 18th July, Bangkok, and Koh-chang 10th, General—Butterfield & Swire.

TEJEN, German steamer, 1,058, Th. Lehmann, 19th July, Canton 19th July, General—Carlson & Co.

NAMO, British steamer, 864, J. S. Roach, 19th July, Canton 19th July, Amoy 17th, and Swatow 18th, General—D. Lapralle & Co.

ESMERALDA, British steamer, 966, G. A. Taylor, 19th July, Manila 16th July, General—Shewan & Co.

INGRHAM, German steamer, for Saigon.

LY-EE-MOON, German steamer, for Shanghai.

NANKING, Norwegian steamer, for Chiboo, &c.

HONGKONG—STEAMERS.

(Continued.)
CHOWFA, British steamer, 1,050, J. Williamson, 16th July, Bangkok 7th July, and Koh-chang 10th, General—Yuen Fat Hong.

DARIUS, British steamer, 2,130, John Curry, 6th July, Java 27th June, Sugar—Butterfield & Swire.

EMPEROR OF JAPAN, British steamer, 5,004, Geo. A. Lee, R.N.R., 15th July, Vancouver 24th June, and Shanghai 13th July, Mails and General—C. P. Railway and Steamship Co.

FIDELLIO, German steamer, 750, J. Nielsen, 12th July, Saigon 8th July, Paddy and Fish—Melchers & Co.

FUSEYU, Chinese steamer, 1,501, W. H. Lum, 18th July, Canton 18th July, General—C. M. S. N. Co.

GAZEK, British steamer, 1,764, D. S. Bailey, 18th July, Nagasaki 13th July, Coal—Nippon Yusen Kaisha.

GLAMORGANSHIRE, British steamer, 1,842, Vyvyan, 2nd July, Shanghai 29th June, General—Dodwell, Carlin & Co.

HONGKONG, French steamer, 1,200, C. Barilani, 15th July, Hongkong 11th July, General—A. R. Marry.

MASCOTTE, British steamer, 2,018, J. Ross, 12th July, Cardiff 24th May, and Singapore 3rd July, Coal—Bradley & Co.

PERU, American steamer, 2,540, D. E. Friele, 18th July, San Francisco 24th June, Yokohama 11th July, and Nagasaki 14th, Mails and General—P. M. S. S. Co.

PICCOLA, German steamer, 875, E. Haas, 11th July, Saigon 7th July, Rice—Melchers & Co.

PRAYA, 103, Captain Macias—Hongkong Government Tender.

RIO, German steamer, 1,109, F. Bendrich, 13th July, Saigon 10th July, Rice—Wilder & Co.

SABINE RICKMERS, German steamer, 595, J. Sanders, 14th July, Amoy 17th July, Ballast—Arnold, Karberg & Co.

SISHAN, British steamer, 845, A. Murphy, 15th July, Saigon 11th July, Rice, &c.—Bradley & Co.

SAILING VESSELS.
ALCEDO, British 4-masted bark, 2,300, R. Coutts, 22nd May, New York 14th Dec., Kerosene Oil—Master.

AURORA, British bark, 295, A. Berndt, 5th June, Bangkok 15th May, General—Kong Cheong Tye.

CENTENNIAL, American ship, 1,223, Colcord, 11th May, Singapore 22nd April, Timber—Master.

FOOHNO SUY, Hawaiian barque, 980, Wilson, 2nd July, Samarang 14th June, Sugar—Order.

FORT STUART, British ship, 4,300, H. J. Fletcher, 6th June, New York 3rd Dec., Kerosene Oil—Standard Oil Co.

KITTY, British barque, 802, Hart, 20th June, Bangkok 7th June, General—Chloas.

LIMA, German bark, 451, F. Albrecht, 10th July, Bangkok 28th June, General—Stemmen & Co.

LORD BRASSEY, British 4-masted ship, 2,619, Guanling, 24th June, New York 18th June, Kerosene Oil—Standard Oil Co.

SANTA CRUZ, American schooner, 92, D. D. O'Keefe, Yap (Caroline) 20th April, Ballast—Wilder & Co.

SERRANO, American bark, 613, R. G. Waterhouse, 17th July, Rajahmundry 1st June, Timber—Chloas.

SIAM, German ship, 1,401, A. Gullick, 31st May, New York 24th January, Kerosene Oil—Standard Oil Co.

Post Office.
A MAIL WILL CLOSE—
For Saigon.—Per Piccola to-morrow, the 20th instant, at 11.30 A.M.
For Nagasaki, Kobe, Yokohama, and San Francisco.—Per Belgic to-morrow, the 20th instant, at 11.30 A.M.
For Hongkong and Bangkok.—Per Chowfa to-morrow, the 20th instant, at 5 P.M.

VISITORS AT THE HONGKONG HOTEL.

Mr. W. G. Allen.
Mr. W. J. Blackhall.
Mr. W. J. Carter.
Mr. W. A. Duff.
Mr. W. D. Graham.
Mr. W. D. Halling.
Mr. C. H. Harris.
Mr. J. H. Hoar.
Mr. W. H. Jackson.
Mr. Morton Jones.
Mr. J. Kirkwood.

VISITORS AT THE WINDSOR HOTEL.

Lieut. A. Battala.
Lieut. J. Carro.
Mr. F. Clarke.
Mr. P. C. Crick.
Mr. E. Dume.
Mr. J. C. Duncan.
Mr. J. F. Eekel.
Mr. J. H. Fawcner.
Mrs. Foster and child.
Mr. G. Girault.
Mr. J. F. W. Gompertz.
Mr. B. H. Gompertz.
Mr. J. Holmes.

VISITORS AT THE MOUNT AUSTIN HOTEL.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. G. Holmes.
Mr. H. U. Jeffries.
Mrs. Law and child.
Mr. F. D. Maclean.
Mr. Hugh MacCallum.
Major and Mrs. Moore.
Hos. & Mrs. E. Noel.
Mr. C. Rogers.
Mr. J. S. Rogers.
Mr. B. P. Sheldon.
Mr. F. H. Slaght.
Mr. A. G. Stokes.
Rev. and Mrs. Vallings.
Mr. W. B. V. V.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mr. and Mrs. Arthur Anderson.
Mr. John Andrew.
Mr. F. H. Armstrong.
Mr. H. Boettel.
Mr. A. W. Brewin.
Mr. H. Buck.
Dr. J. Canille.
Mr. and Mrs. C. Caber.
Mr. Henry Crawford.
Mr. W. E. Crow.
Mr. and Mrs. A. David.
Mr. and Mrs. H. Drees.
Mrs. Elswald and children.
Dr. R. Elswald.
Mr. M. D. Ezekiel.
Mr. E. S. Ezekiel.
Mr. A. Fuchs.
Mrs. Haskell.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons